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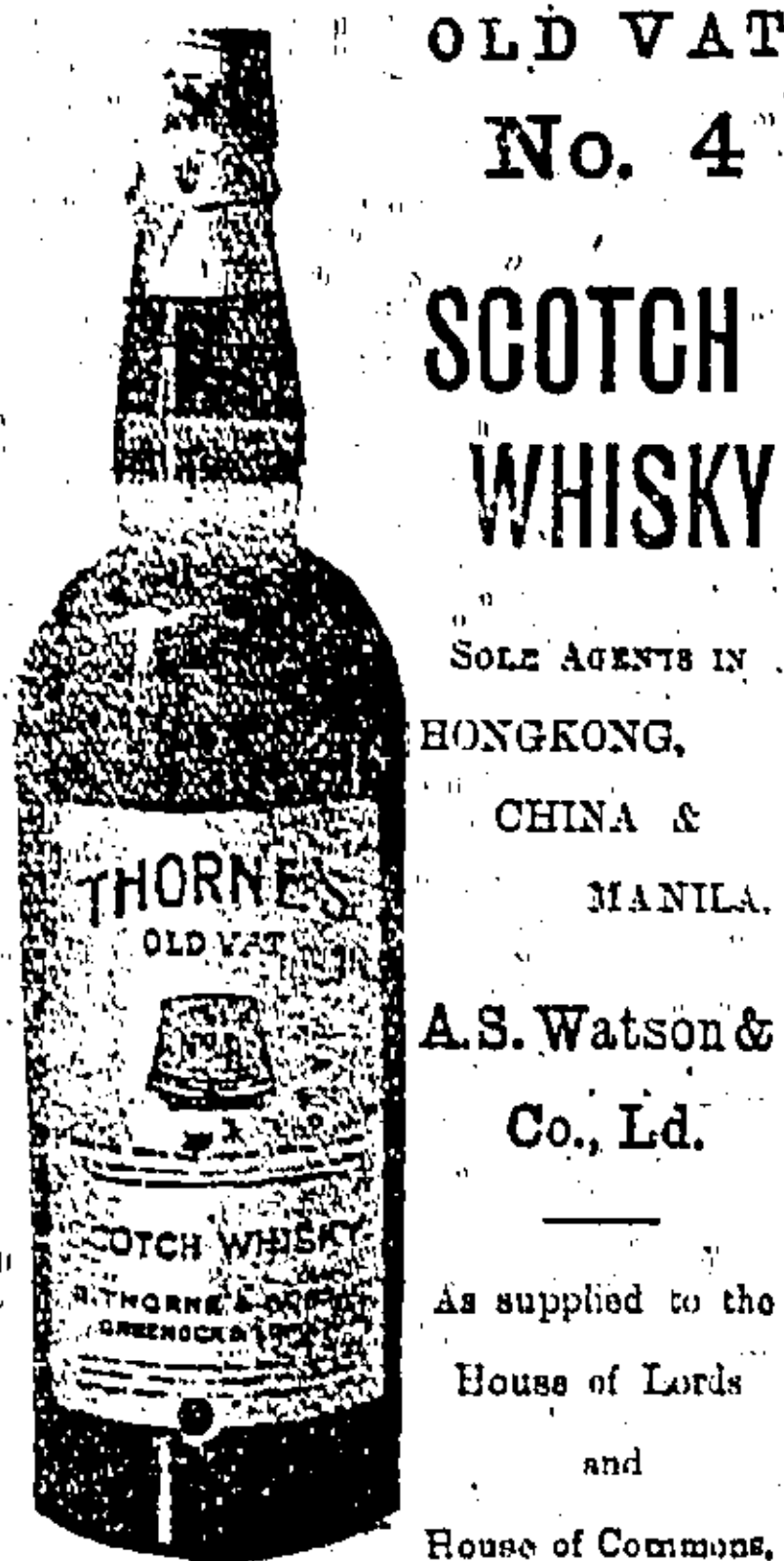
No. 14,737

號四十七百一十第

HONGKONG, THURSDAY, JULY 14, 1910.

日八初月六年二統宣

PRICE, \$8.00 Per Month.



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**A.S. Watson &**  
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**CHINA MUTUAL LIFE IN-**  
**SURANCE CO., LTD., OF**  
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A strong British Corporation Registered  
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Life Assurance Companies' Acts, England.  
Insurance in Hongkong \$2,054,152.00.  
Assets \$7,114,490.00.  
Income for Year 3,073,834.81.  
Total Security to Policy- 7,835,832.53.  
holders.  
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District Manager, Macao and the  
B. W. Tate, Esq., Philippines.  
District Secretary.  
Alexander Building, Hongkong.  
Hongkong, November 16, 1909. 1454

## SPORTING.

### Lawn Bowls.

#### CIVIL SERVICE v. TAIKOO.

On Saturday afternoon, commencing at 3.45 p.m. sharp, Taikeo's representatives will entertain the Civil Service at Quarry Bay. The Civil Service team will be as follows:—E. Dawson, R. Duncan, A. Pile, L. E. Brett, (skip); J. McKay, A. Thornhill, A. Blaney, J. A. Wheat (skip); W. H. Woolley, P. R. Adams, C. Bond, W. Fincher (skip).  
Reserves: A. Davey, W. Highby, J. McLeod.

### Water Polo.

#### V.R.C. v. L.R.C.

The Lusitano Recreation Club meet the Victoria Recreation Club in a water polo match at the V.R.C. on Wednesday evening when the latter team demonstrated their superiority and won by two goals to nil. Clifton and B. Lammert were scorers.

### Shield Competition.

In connection with the forthcoming water polo shield competition the V.R.C. team will be selected from the following:—H. A. Lammert, L. E. Lammert, A. H. Carroll, A. V. Barros, A. A. Claxton, S. S. Ellis, H. C. Sayer, J. Forbes and P. M. Remedios.

### Swimming.

#### THE NEW V.R.C. BATH.

On the 23rd inst the new swimming bath in connection with the Victoria Recreation Club is to be formally opened. Sports are to be held in honour of the event, which include scratch races of two lengths, 100 yards and 200 yards, open to the colony, team races, plunging, high diving and diving for objects. The shield match between the V.R.C. and 87th Co. R.G.A. will also take place.

### Hongkong Tennis League.

#### CIVIL SERVICE v. Y.M.C.A.

The Y.M.C.A. continued its run of successes yesterday by defeating Civil Service at Happy Valley by 61 to 38. Scores:—  
Edwards and Hickling (Y.M.C.A.) beat Wood and Woodcock 6/5, beat Atkinson and Pile 9/2, beat McEwen and Mackay 7/4.  
Le Breton and Clements (Y.M.C.A.) beat Wood and Woodcock 6/5, beat Atkinson and Pile 4/7, beat McEwen and Mackay 7/4.  
Shorey and Joseph (Y.M.C.A.) beat Wood and Woodcock 8/3, beat Atkinson and Pile 9/5, beat McEwen and Mackay 9/3.

Messrs. Meleher and Co., the local agents of the Royal Insurance Co., Ltd., Liverpool, direct our attention to the continued prosperity of the Company as evidenced by the increase shown in all branches of its operations. The Fire Premiums have now reached the record figure of £3,778,363, and for the ninth quinquennium in succession the bonus of Policyholders in the Life Department has been maintained at the rate of 30s. per centum per annum. The total funds of the Company now amount to £16,630,202, thus affording absolute security for the guarantee of its engagements.

**SAFEGUARD AGAINST ILLNESS.**  
MAKE it a rule of your home to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against bowel complaints. For sale by all chemists and druggists.

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Tugs, Launches, Barges, Motor Boats.  
Castings, Forgings, Roofs and Bridge Work.  
SLIPPING AND REPAIRS AT LOWEST RATES.

Air Compressor with Hammers and Drills, etc.  
Engines, Boilers, Launches, Pumps,  
Engineers' Fittings and Supplies.

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**Chater Road.**

**THE HONGKONG, CANTON & MACAO**  
**STEAMBOAT CO., LTD.**

### EXCURSION TO MACAO.

ON SUNDAY, THE 17TH JULY,  
The Company's Steamship "SUI AN,"  
will depart from the "WING LOK STREET WHARF" at 9 A.M. and return from Macao at 5 P.M.  
FARES AS USUAL.  
By kind permission of Colonel Prior and Officers the Band of the 13th Rajputa under Bandmaster Coke will play during the trip.  
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WING LOK STREET WHARF. This steamer connects with the returning steamer from Macao.  
First-class fare by steamer leaving at 1 P.M. and returning with excursion steamer at 5 P.M. \$4. Single Fare also \$4.  
HONGKONG, July 13, 1910. J. ARNOLD, Acting Secretary. 12

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No. 2, Queen's Road Central.

**A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.**  
SITUATED in the most central position. Large and airy Rooms. Hot and Cold Water Baths. Gas and Electric Light. Cuisine entirely under European Supervision. Private Bar and Billiard Rooms. Monthly Rates for Tiffin and Dinner. Terms moderate.  
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Hongkong, December 1, 1909. 1450

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PARTICULARS AND RATES on application to **MANAGER.**  
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HONGKONG, October 3, 1908. 1361

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Hongkong, April 14, 1909. 554

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**S.S. SAN CHEUNG**  
Fitted throughout with Electric Light  
and Fan, supplied to all cabins.  
Captains J. McGarry.

**LEAVES Hongkong for Canton at 9 P.M.**  
**ON TUESDAY & THURSDAY.**  
Leaves Canton for Hongkong at 5.30 P.M. on  
**MONDAY, WEDNESDAY & FRIDAY.**  
Fare, 1st-Class, \$2.50 single passage.  
Meals ..... \$1 each.  
Servants' passages must be paid for.  
**CRUICKSON STEAMBOAT CO., LTD.**  
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Hongkong, November 12, 1908. 145

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**HIPPODROME**  
**CIRCUS**  
AND  
**MENAGERIE.**

TIME AND PRICES AS USUAL.

**WRESTLING MATCH**  
BETWEEN  
**KARL KRAMER**  
AND  
**HERR GANSE.**

**TO-MORROW NIGHT!**  
**BOXING COMPETITION.**

A Special Peak Tram will run after the performance.  
**DON'T FORGET**  
**LAST MATINEE:**  
**SATURDAY NEXT, AT 4 P.M.**  
Hongkong, July 6, 1910. 848

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**FIRST-CLASS IN EVERY RESPECT.**  
HOT AND COLD WATER.  
ELECTRICITY THROUGHOUT  
SHOWER AND TANK BATHS.  
Renowned Cooking. Central for all Theatres, Chief Places of Interest and Fashionable Shopping District.  
**MODERATE INCLUSIVE CHARGES.**  
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ASBESTOS GOODS OF ALL KINDS.  
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A 5 or 10 Catty Box constitutes one of the most acceptable Presents to the Home.



**LANE, CRAWFORD & CO.**  
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED  
**FOOCHOW TEA.**

Prices:—Including Freight, Duty and Delivery to any address in the United Kingdom.  
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**GUARANTEED ABSOLUTELY PURE**

**O. B. BEER**

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST SCIENTIFIC METHODS.

Price \$12.00 - - - Per Case.

THE BEST AND MOST WHOLESOME TONIC IS

**BOCK BEER**

TAKEN WITH YOUR MEALS.

\$14.00 - - - Per Case.

From your dealer, or from the

**ORIENTAL BREWERY, LTD.**  
Depot 55-57, Des Voeux Road.

**PRICKLY HEAT LOTION AND POWDER**

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

**SUN GLASSES.**

**HOUSEHOLD AMMONIA**  
FOR THE BATH AND ALL TOILET PURPOSES.

**NESTOR SANITARY FLUID**  
A RELIABLE DISINFECTANT.

One Pint Tins 50 cents. One Gallon Tins \$2.00.

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**FIRST-CLASS IN EVERY RESPECT.**  
HOT AND COLD WATER.  
ELECTRICITY THROUGHOUT  
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Renowned Cooking. Central for all Theatres, Chief Places of Interest and Fashionable Shopping District.  
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In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory!

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**Shewan, Tomes & Co.**

GENERAL MANAGERS.

**ANNUAL CLEARANCE SALE**

**MONDAY, JULY 4th.**

**FAIRALL & CO**

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MANY THINGS BELOW COST.

TELEPHONE 644. 7 & 9, PEDDER STREET

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With Classified List, Cable Addresses, Telephone Numbers and List of Residents.

A Guide to Firms and Agencies.

To ensure correct insertion Residents in Hongkong and Kowloon are requested to send in Name, Address and Telephone Number.

Mr Reginald Haywood is authorised to accept contracts for the above publication. In case of other canvassers being appointed their names will be duly advertised.

Hongkong, June 18, 1910. 769

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UNRIVALLED FOR COMFORT AND CUISINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.  
MODERATE TERMS AND NO EXTRAES.  
A. J. DAVIES, Manager.

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ADAMIRABLY SITUATED AT VICTORIA GAP.  
Adjoining the Railway Terminus, 1,400 feet above Sea Level.  
OPEN to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.  
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Hongkong, February 8, 1908.

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The New KING GEORGE V. PRAYER BOOKS.	
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**"AQUARIUS" WATER.**

A Pure, Distilled Table Water.

IN QUARTS, PINTS & SPLITS.

MIXES WELL WITH WINES & SPIRITS.

**Caldbeck, Macgregor & Co.,**

15, Queen's Road.  
Hongkong, June 27, 1910.



## Intimations.

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HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
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SPECIALIST IN ENLARGING AND BROMIDE WORK  
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THE Wood and Brickwork Preservative which really does what is claimed for it. IT  
IS ABSOLUTE DEATH TO THE WHITE ANTS.  
Extensively used by the British Government at Home and Abroad, by H.M. War  
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Prospectus samples and all information from the General Agents.

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Rings, Brooches, Earrings, Pins, Pendants, Hair-combs  
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Jade Stone and Chinese Made Gold Jewellery  
GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.  
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**WHITE ANTS.****AVENARIUS CARBOLINEUM**

THE BEST

**WOOD PRESERVATIVE.****30 YEARS' SUCCESS**

THE ONLY EFFECTIVE AND

**LASTING PROTECTION**

AGAINST

**WHITE ANTS.**

GOVERNMENTS AND OTHER TESTIMONIALS.

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MANTLA: Messrs Macondray &  
Co.

For particulars, apply to

H. OISHI,

Manager,  
No. 2, PRINCE STREET,  
HONGKONG.

Hongkong, January 9, 1909.

IN THE SUPREME COURT OF  
HONGKONG.

**PROBATE JURISDICTION.**

In the Goods of THEODORE BLISS

CUNNINGHAM, late of No. 8,  
East Centre Street, Baltimore City,  
in the State of Maryland in the  
United States of America, deceased.

NOTICE IS HEREBY GIVEN that the

Court has, by virtue of Section 56  
of the Probates Ordinance 1897, made an  
Order limiting the time to the 30th day of  
July, 1910, within which all creditors and  
other persons having any claims or demands  
upon or against the above estate are to  
send in their claims.

All creditors and other persons are  
accordingly hereby required to send particu-  
lars of their claims to the Under-Signed  
before the date mentioned.

Dated the 24th day of June, 1910.

JOHNSON, STOKES & MASTER,  
Principals Building,  
Ice House Street.

812 Solicitors for the Administrator.

**OWEN B. WILKS & CO.,**

GENERAL & COMMISSION

AGENT.

STOCKS KEPT OF

SHIPOWNERS ANTIPOULING

COMPOSITIONS

FOR SHIP BOTTOMS (GREENWOOD BRAND):

ANTI-FRICTION METALS,

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ELECTRIC LAMPS, FANS AND

SUPPLIES

48, CONNAUGHT ROAD CENTRAL.

TELEGRAM, WANDERER. TEL. 909.

HONGKONG August 2, 1909.

**J. T. SHAW,**

Tailor & Outfitter.

**PITH**

TOPEES

\$3.50.

**Saint**

Andrew

Collar

FOR SUMMER

HEIGHT 14 INCHES.

Hongkong, November 1, 1909.

## JAPANESE IMPRESSIONS.

## Views of London and its People.

The following interesting article is from  
the pen of Mr. Yoshio Makino, a Japanese  
artist and writer of much note. The  
manuscript is printed as received, and  
although Mr. Makino has a wonderful  
command of the English language, the  
quaint grammar and spelling, which we  
leave exactly as written, show that he has  
not mastered it perfectly.

Nowadays, so many Japanese are staying  
in London. Especially now, when we have  
Anglo-Japanese Exhibition, you can see  
every rank of Japanese in London. But I  
heartily love the artisan class best of all.  
You may see some other classes who are  
freck-coated just like Europeans; you may  
see some speak English, or even a few more  
European languages almost like their own  
tongue. But to confess the truth, how  
often have I been disappointed with them!  
Indeed, seeing some of those Japanese I  
lamented more than once, "Alas, but the  
last day of Bushido really come!"

One day I went to the Exhibition and  
had a visit on the "Fair Japan" and  
chatted with those artisans. I quickly  
found out their simplicity and sincerity.  
I said to myself with much contentment,  
"Ah, Bushido shall never die out, as long  
as these people are existing in Japan, and  
most fortunately they have far larger  
number than the other rank!" Some  
Japanese poet wrote a thirty-one syllable  
verse: "If any foreigner ask us what is  
the Soul of Japan, let us point to the  
fragrant cherry blossom, under the rising  
Sun." I sincerely tell you those artisans  
are really the fragrant cherry blossoms  
under the rising Sun. Let our Cabinet be  
charged and changed as many times as  
they like! It really doesn't matter.  
Those cherries would not choose the  
weather for blossoming.

## LOYALTY OF THE JAPANESE ARTISANS.

It must be remembered, it was they who  
so gallantly fought at the late war with  
Russia. Indeed, among these people there  
were eight or nine who went to the front  
at Port Arthur or Mukden. One of them  
told me he was taken for the transport  
service at the war time, and his reluctance  
was that he was not chosen for more  
difficult part. Some others told me that  
their own brother or near relatives died at  
the war. They were very proud to  
talk about that with a smile, concealing  
their private sorrow. One wood-carver  
proceeded to me and said: "If you have  
been in London for a long thirteen years,  
you might know all the magazines and  
paper-editions. I wish you would introduce  
our wood-work in England. I don't mind  
of my self-business, but only for the sake  
of our country."

Whenever I talk about my deep love  
with the whole nation, people ask me if I  
am a Socialist. Fancy! What a great  
mistake! I don't wish by all means to see  
those barren, cool-headed insects eating  
into the tender heart of our cherry blossom!  
It is the inborn nature of all Japanese to  
be loyal to the higher rank. It is their  
own pleasure, and it is their most beautiful  
ethic, which no other nation possesses.

I decided to have a day's enjoyment  
with my fellow-countrymen at the Ex-  
hibition, and show London to them as  
they themselves, not knowing English,  
could not go alone. I and my friend,  
Mr. Uchida, were at the Woodlane en-  
trance at 1.15 on Sunday. Soon after we  
arrived they began to come out to the  
entrance, and at 1.30 sharp the two vans,  
came, and 50 of the people were ready.  
We started at once. Those two English  
drivers of the buses were most amiable  
ones. They have chosen the best roads  
for the right-seeing. Shepherd's Bush,  
Holland-road, High-street, Kensington,  
Kensington-gardens, Albert Memorial, Ex-  
hibition-road, Queen's Gate, Cromwell-road,  
Brompton-road, and into Green Park. We  
passed in front of Buckingham Palace,  
then into the Mall to St. James's-place,  
Piccadilly, Trafalgar Square, Whitehall, to  
Westminster. We could not get into  
Abbey, because the service was to begin  
within 10 minutes, so we came out to the  
Victoria Embankment. From Black-Friar  
we turned into Queen Victoria-street.  
Another reluctance was St. Paul had the  
service at the time, so we had only  
outside sightseeing. Then we went out to  
London Bridge, crossed it to other side of  
the Thames, crossed back on Tower Bridge,  
drove round Tower, then Chapside,  
Holborn Viaduct, and drove into grounds  
of the British Museum. We all 50 went  
into the Museum. Of course, we had not  
time enough to see everything carefully;  
we walked on quick. It was more like  
Cinemat: Only the things were still, and  
we moved ourselves round instead. But  
when we went into the Egyptian-Mummies  
room the Cinemat machine seemed to be  
broken. Indeed, they all stopped and gave  
a deep sigh with all sorts of imagination  
and admiration. With some difficulty I  
tried to tell them away from the mummies,  
and we had another drive along Oxford-  
street to Marble Arch, where they again  
gave deep sigh at the "splendour" of the  
Park. All the houses on Park-lane seemed  
to appeal to them. "Awfully chic," and  
they wanted to know how swelled-up people  
must be living there!

## IMPRESSIONS OF LONDON.

Then we drove straight way on Piccadilly  
to Criterion. It was just 6.30. The  
porters and all the waiters welcomed us so  
much—not commercial welcome, but  
heartily real friendly welcome. I could  
see that by their expression and manners.  
You know that jolly and unhyphenated smile  
(Continued on Page 8.)

## Intimations.

**PEARSON'S HYCOL**

(Co-efficient 18/50)

The most POWERFUL DISINFECTANT in the WORLD. Guaranteed 18/50  
TIMES more effective than pure Carbolic Acid under GOVERNMENT STANDARD  
TEST on TYPHOID GERMS. Certificate of strength given to each buyer.  
NON-POISONOUS and NON-IRRITANT to HUMAN and ANIMAL LIFE.  
NON-CORROSIVE.

ONE GALLON will make 400 GALLONS of Efficient Disinfectant.

PERFECT EMULSION IN WATER.

PRICE \$3.00... per 1 Gallon Drum.

12.50... per 5 Gallon Drum.

2.60... per 1 Gallon in Bulk.

**PEARSON'S SAPONIFIED CRESOL**

Co-efficient 10; \$1.95 per 1 gallon Drum.

5; \$1.75 per 1 gallon Drum.

Ask other manufacturers of fluids for a Guarantee of the Germicidal  
Strengths of their products (in relation to Pure Carbolic Acid) under the  
Standard Test on Typhoid Germs and then compare the result with our  
HYCOL—This is the only way you can arrive at the Germ killing properties  
and at the true value of a Genuine Disinfecting Fluid.

DODWELL & CO., LTD.,

SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN FOR

PEARSON'S ANTISEPTIC CO., LD.

Hongkong, May 3, 1910.

**THE CHINA MAIL, LTD.**

INDENTURES

**ALL SORTS OF ARTISTIC JOB-PRINTING**

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT

PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPEC-

TUSES, WINE LISTS, ETC., ETC., ETC.

Obtain quotations from,

**THE CHINA MAIL OFFICE,**

5, Wyndham Street.

**European Supervision' Moderate Prices.**

THE WEST POINT BUILDING CO.,

LIMITED.

AN INTERIM DIVIDEND of Dollars

1.30 per Share for the six months ending

30th June, 1910, will be payable

on FRIDAY, 29th July on which date

Dividend Warrants may be obtained on

application at the Company's Office.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from WEDNES-

DAY, 30th to FRIDAY, 29th July (both

days inclusive) during which period no

transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary to the HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, July 12, 1909.

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND of \$3.50

per Share for the six months ending

30th June, 1910, will be payable

on FRIDAY, 29th July, on which date Divi-

dent Warrants may be obtained on applica-

tion at the Company's Office.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from WEDNES-

DAY, 30th to FRIDAY, 29th July (both

days inclusive) during which period no

transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary.

Hongkong, July 12, 1909.

**THE BIRD IN**

THE HAND

(A BIRD IN THE HAND IS

WORTH TWO IN THE BUSH).

"THE bird in the hand" to the

searcher in the customer within

the store. It requires some sort of

attraction in the first place to get the

customer there—about the best at-

traction is a real, live advertisement;

something good that will catch the eye,

that has been carefully written, artifi-

cially compiled and strikingly set up.

Advertisements in the China Mail and

Overland China Mail read the best.

look the best and give the best results.

Hongkong, April 12, 1910.

**WING ON CO.,**

TAILORS AND OUTFITTERS.

HAVE JUST RECEIVED NEW SHIP-

MENTS OF

Drapery, Grocery, Iron-

mongery, Crockery, Glass and

China Ware,

Furniture, Watches & Clocks.

The Cheapness and quality of

their Goods have no equal.

209-213, DES VŒUX ROAD

CENTRAL,

107, CONNAUGHT ROAD

CENTRAL,

(Trans. pass the Door).

Telephone 189.

Hongkong, June 18, 1910.

## Intimations.

**G. R.**

TENDERS.

TENDERS are invited for the supply of

LABOUR and JUNKS in connection

with the coaling of H.M. Ships, etc., at

Hongkong for a period of 12 months from

the 1st August, 1910.

Forms of tender can be obtained on ap-

plication to the Naval Store Officer, H.M.

Naval Yard, Hongkong, and should be

returned not later than noon on the 16th

July, 1910.

A deposit of One Hundred Dollars will

be required from persons tendering. This

will be returned in the event of non-

acceptance of tender.

The right is reserved of rejecting all or

any tenders, and of accepting any portion

of a tender.

EDGAR WATTS,

Naval Store Officer.

H.M. Naval Yard,

Hongkong, July 4, 1910.

**THE 'ASAHI' BREWERY**

IS SITUATED NEAR THE

'SUITA' SPRINGS.

THESE Coldwater WATERS are used

in the manufacture of our Beer.

PURITY GUARANTEED

NOTE: Price List—

'ASAHI' & 'SAPPORO'

BEER.

Per Case 4 doz. @ 12.

\$12.00.

Per Case 8 doz. @ 13.

\$13.50.







## A. S. Watson &amp; Co., Ltd.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1844.

WINE AND SPIRIT MERCHANTS.

## BRANDY:

A—SUPERIOR PALE, Red Capsule	Per case of 12	\$20
B—SUPERIOR OLD COGNAC, Red Capsule	23	
WATSON'S *** COGNAC, Gold Capsule	23	
C—SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	23	
D—VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	35	
E—FINEST OLD BROWN BRANDY, Gold and White Capsule	40	
HENNESSY ***	30	
BOUTELLEAU'S CHAMPAGNE LIQUEUR	40	

MARIE BRIZARD AND ROGER'S

FINE PALE COGNAC	Per Doz.	\$20.80
S. O. F. V. O.	64.80	
VERY FINE LIQUEUR COGNAC, 60 Years Old	100.00	

Note: For Hongkong the above Prices will be increased by the amount of duty payable—\$7.20 per Dozen.

## NEW PIANOS

ON HIRE

AT

\$10 PER MONTH.

Tuning and Regular Attention Inclusive.

S. MOUTRIE &amp; Co., LIMITED.

Hongkong, April 16, 1907.

## POWELL'S

Just Received

WHITE MUSLIN BLOUSES.

WHITE 'PRINCESS' UNDERSKIRTS.

ALEXANDRA BUILDINGS.

'EMPIRE' CINEMATOGRAPH THEATRE, PREMIER HALL OF THE COLONY, Opposite Central Market.

POSITIVELY LAST TWO NIGHTS.

WEDNESDAY AND THURSDAY, 13th and 14th July.

THE MAGNIFICENT FILM The Funeral Procession of His late Majesty King EDWARD VII.

By special request of numerous Patrons.

range of mountains, they are to us barbarians to all intents and purposes, and the next step is that we regard them as being such, and then proceed to say so regardless of results. This undoubtedly hits off a marked characteristic to be met with throughout the whole empire. There are countless instances on record where it has been abundantly proved that the south has helped the enemies of China against the north, and vice versa. Recently there has been growing up at home a conviction that the average Englishman does not know enough of, and does not concern himself enough with, the British Dominions and colonies over sea which in course of time, and that at no very distant date, will rival in importance, in wealth and indeed in population the Mother country. Englishmen at home therefore are urged to find out about these things, and to take steps to make the rising generation realise what are the facts concerning the ties which bind the Empire. Whatever truth there may be in this presentation of the case in regard to the mental deficiencies of the home-staying Englishman in respect of the different Dominions and colonies of the British Empire, it is certainly true in regard to the Chinese and their attitude towards the well-being of the whole of their wide-spread empire. A natural consequence of this attitude of mind is the almost inordinate affection which many Chinese entertain for the particular spot in which they were born, where they spent their childhood, and where their family resides. It is well known to most of us that many of the Chinese merchants who reside in Hongkong are deeply attached to some country village in Kwangtung, and go thither during the year at stated intervals. Thither too, in all probability, they will retire when they have finished their business life in the hope that there they may enjoy an evening of leisure. It matters not that they have enjoyed and considered as positive necessities the telephone, and the water system, the tram and the electric light and other amenities of Hongkong. They will cheerfully relinquish all these comforts of modern civilization when they retire to some remote country village where the houses are of most primitive type, and where the comforts that can be commanded are just what they were a thousand years ago. This same attachment to one single spot rather than to the empire shows itself in the tenacity with which the Chinese cling to the hope of being buried under the rough surface of certain barren hills. Chinese burial places surely constitute the most unlovely and unattractive cemeteries in the whole civilized world. Yet as is well known most Chinese cherish the hope that their remains may be conveyed to these unlovely spots, and in most cases their wishes are respected and their plans carried into effect. The rich Chinese has no desire to be laid to rest in a splendid cemetery attached to the city where he has made his money. The cultured scholar who has become famous has no wish to sleep in some equivalent of an oriental Westminster Abbey. It is more than enough that when the time comes, and it is convenient for those to whom the duty is assigned, that he shall be taken to some out-of-the-way spot and interred where the bleak winds rush across the same bare hills where his fathers for many generations lie buried. This trait of character has of course something to commend it, and there are few Europeans who do not at times look back across the misty seas of years to some quiet God's Acre which they can never forget because of experiences which befell them within the ancient walls of the House of Prayer round which it nestles. But with the Chinese we think the attitude is something other than this. It is the result of their parochial type of mind, which through the long centuries has led to a narrower individualism than even the Basques developed. The Chinese do not like to change their residence from place to place in search of work, unless we take into consideration the

emigration of poverty stricken coolies. We were reading only the other day of a most typical incident which took place in one of the villages not far from Canton. The officials, for some reason best known to themselves, determined to move from their ancient anchorage a large number of boats and their inhabitants. This so aroused the people concerned that a number of widows formed a procession and went to Canton to present a petition to the officials. It is true that some of the shanties on the shore in which a section of the people had lived had also been torn down, and because of the opposition engendered three or four men had been clapped into prison. But the main facts are that a very large crowd of widows and their sympathizers came to Canton, and when the official concerned came out in his official chair, they stopped it, and presented their petition. A more raucously insistent and clamorous crowd than a gang of Chinese widows of the riverine class would be hard to find anywhere and we are not surprised to read that the unfortunate official thought discretion the better part of valour and fled from the women down a side road. Yet these poor people only desired to be allowed to live where they and their fathers had lived for ages, and any other place assigned to them was not to be thought of. How long will it take the nation to correct this attitude of mind, and realise that China is larger than the village, or the province, that the individual for the good of the state must at times submerge his identity in the general mass? Many generations, we imagine, will come and go, ere China breaks loose from the habits of mind here discussed. The clamour for a Parliament and other nostrums seems but idle beating of the wind to many sympathetic observers from afar when all these fundamental things are considered.

**NEWS OF THE DAY.**  
Tomorrow is St. Swithin's day.  
A meeting among the troops is reported in Chinese Turkistan.  
The Wai-wai-pu proposes to examine into the merits of the Chinese Consuls abroad and to remove or retain them as may be advisable.  
The report of the Northern Assurance Co., Ltd., for 1909 shows a year of continued progress and prosperity. The net revenue was \$1,228,700; net life revenue, \$285,100; revenue from interest, \$264,100; total accumulations \$7,426,000.  
The Toyo Kisen Kaisha held a meeting of directors on the 30th June to discuss various financial problems, especially the means of paying for the ships built for them at the Mitsui Bishi Dock-yard, reports the Japan Mail. Baron Shibusawa and Mr. Toyokawa were also present. It was decided that a call of 7.50 yen should be made on the 130,000 new shares, which sum comes to Yen 975,000 in all. But, on the other hand, as the Company has continually sustained losses, the new call may embarrass the shareholders, so that it was also decided to hold on the 4th inst. a meeting of those shareholders who possess over 500 shares, to explain to them the reason why the new instalment is necessary.

Hongkong's recent rickshaw strike has drawn the following interesting comment from the Japan Mail:—If these coolies have followed the example of their Japanese confreres we sympathize heartily with the action of the Colonial Government. In Tokyo fares have more than doubled during the past five years. One would suppose that the jirikisha men of the capital, confronted by the competition of the taxi-cars and the motor cars, would have done as people generally do in a competition, namely, lowered their charges. But instead of doing so, they have raised their demands to such an exorbitant figure that everyone is beginning to shrink from employing a rickshaw. We wish that this could be regarded as the beginning of the end, but it is to be feared that the life of the jirikisha will be a very long one. We understand that in Tokyo, as in Yokohama, kumata drawers are required to carry schedules of fares and to show them to their employers if required to do so. But naturally these schedules are printed in Japanese, so that they can be of very little aid to foreigners; and for the rest, neither foreigner nor a Japanese would hesitate to spend 20 or 30 yen extra for the sake of avoiding the trouble of inspecting a schedule in the street, and seeking police enforcement of its figures. One thing is certain, however, namely, that the jirikisha-men are enriching themselves at their country's expense, for owing to their extortion and those of innkeepers, touring in Japan is becoming an impossibility.

**A STRAIGHT TIP.**  
Be sure and take a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy with you when starting on a trip. It cannot be obtained on board the train or steamer. Changes of water or climate often cause sudden attacks of diarrhoea, and it is best to be prepared. For sale by chemists and storekeepers.

## THE FIGHTING NEAR MACAO.

WARSHIPS HURRYING TO THE SCENE.

To-day's News.

All day on Wednesday troops from Macao were being landed on Colowan Island to quell the disturbances with the pirates and many of the men have rendered yeoman service for their country. At first it was thought that the presence of the military and guns would be sufficient to compel the pirates to come to terms both with regard to the handing over of the kidnapped children and vacating the island and when the Chinese opened fire on the soldiers the latter were completely taken by surprise. Realizing the superior numbers of the attacking force, the Portuguese military retreated and despatched several of their number for assistance which was quickly forthcoming.

Another surprise was the fact that when the women and children were asked to leave, safety being guaranteed them, they took the side of the pirates in a body and actually pelted the soldiers with stones.

The new gunboat Macao announced the village for several hours and in her hour of trial proved herself a worthy addition to the Portuguese navy in Far Eastern waters, fulfilling everything that was expected of her.

The Patria, a few hours later, went to her assistance while the Rainha Dona Amelia is under steam to leave Hongkong for the scene of trouble at a moment's notice. We understand that the Vasco da Gama, which is on a trip round the world, and which, in the ordinary course of events is due about the end of the month, are both hurrying to Macao in anticipation of further trouble.

One soldier was mortally wounded and subsequently died while three others have been injured. The injuries and casualties on the other side must be enormous for the island of Colowan is surrounded by the men of the Portuguese army and navy.

Colowan Island is about four miles from Macao and is one of the disputed islands included in the Macao boundary definition commission.

The present trouble is solely on account of the holding of several boys for ransom by the pirates and has nothing whatever to do with the delimitation question.

The robbers are equipped with modern weapons of war, and this is no doubt a result of the large amount of smuggling in these articles which has been going on lately and which in numerous instances has been successfully frustrated by the Hongkong police.

Further reinforcements have been sent during today, while three launches carrying the wounded are plying to and from Macao to Colowan.

The effect of some of the shells from the gunboat Macao was to blow up great portions of the mountain sides. It was just like a tremendous explosion. Five bodies were seen high in the air with terrific force and came down, undoubtedly carrying death and destruction in their train.

His Excellency the Governor of Macao, we understand, has personally visited the island, which is a very large one and has been for more than thirty years a pirate stronghold. Over seventy per cent of the population are pirates.

Years ago a few took refuge and the number has been gradually increasing especially of late years and the remainder of the population are composed of small farmers who allowed the pirates to reside there in return for which they receive a share of the ill-gotten gains of the pirates. This no doubt explains the reason why the villagers took to the part of the robbers against the soldiers.

(From a Special Correspondent.)  
MACAO, July 14.

As a result of the continuance of the hostilities three more soldiers have been wounded and one has since died. Another company of artillery and two field guns have been sent to Colowan Island where the Portuguese troops are occupying the fort.

The commanders find it very difficult to advance on the pirates on account of the large number of ambushes. Finding it thus impracticable to advance they have fired the village, and the inhabitants remaining have taken refuge in the mountains.

The gunboat Macao did splendid service and her shelling of the island has caused a great loss of life and much damage to property. Together with the Patria the Macao is still sending by ferry at her own expense the full force of her crew on to the island.

In the vicinity there are no less than four Chinese gunboats ready to receive the pirates when captured while on Yoncam Island near by, a large force of more than 1,000 Mandarin troops are stationed, for what purpose is at present unknown.

The pirates are in such a position that they are unable to take refuge except in the mountains and being completely surrounded they are likely to be starved out if they do not surrender.

The Legislative Assembly of Macao held a special meeting and declared martial law to prevail.

The President of the Council of War and the Head of the Police Force have taken up a position at Taipa from whence they are conducting operations.

The number of deaths and casualties amongst the pirates is calculated to be enormous.

Yesterday a party of Portuguese boys chartered a launch and when they approached the island they were met with a regular fusillade from the Chinese, whereupon they made a precipitous departure.

At present the firing has ceased in order to induce the villagers to surrender so that they can be taken to a place of safety.

Natives who or the pirates have any means of obtaining food as they are most closely watched by the military.

The pirates are using Mauser smokeless weapons.

Altogether nine Portuguese soldiers have been wounded and one corporal has been killed.

The Patria has not yet found it necessary to storm the place as the Macao has done such good work but she is in readiness for any emergency attack, being absolutely ready for action.

Should the fighting continue the Rainha Dona Amelia is ready to answer an urgent call.

It appears that the pirates have a very large supply of ammunition and they have been keeping up a hot attack all the time.

## THE RUSSO-JAPANESE AGREEMENT.

DETAILS OF THE TEXT.

(Independent News Agency's Service to the China Mail.)

Tokyo, July 13.

The Russo-Japanese agreement, which was signed on the 14th inst., was published here to-day.

By this treaty both parties agree to further the railway interests of both countries in Manchuria by means of closer connection in the working of the two companies now controlling the line.

They also agree to maintain and respect the status quo in Manchuria. Should any question arise likely to disturb this status quo, the two parties will consult about the steps necessary to be taken.

**JAPANESE COMMENTS.**

(Independent News Agency's Service to the China Mail.)

Tokyo, July 14.

Press comments in Tokyo concur in welcoming the new Russo-Japanese agreement. The newspapers expect that the Powers who desire to see the policy of the open door and equal opportunity in trade and industry pursued in Manchuria will also approve of the new agreement.

**A GERMAN ALLEGATION.**

(Reuter's Service to the China Mail.)

London, July 13.

The Taikyo Shinbun declares that it has authentic information that the Russo-Japanese Agreement was originated by British diplomats who co-operated towards its conclusion with the object of creating a quadruple alliance against Germany.

**GERMAN FOREIGN OFFICE OPINION.**

(Reuter's Service to the China Mail.)

London, July 14.

The text of the Russo-Japanese Treaty has been published in St. Petersburg.

The Russo-Japanese Ambassadors in communicating the treaty to the German Foreign Office pointed out that it constituted a further guarantee of peace in the Far East.

The principle of the open door was unaffected. The Foreign Secretary replied that he trusted that the open door was assured for Germany economic efforts.

**Full Text of the Document.**

The Imperial Government of Japan and the Imperial Government of Russia sincerely attached to the principles established by the convention concluded between them on the 30/17 July, 1907, and desirous to develop the effects of that convention with a view to the consolidation of peace in the Extreme East have agreed to complete the said arrangement by the following provisions:

Article 1. With the object of facilitating communications and developing the commerce of nations the two high contracting parties mutually engage to lend to each other their friendly cooperation with a view to the consolidation of peace in the Extreme East and the improvement of the connecting service of the said railway and to abstain from all competition prejudicial to the realisation of this object.

Article 2. Each of the high contracting parties engages to maintain and respect the status quo in Manchuria resulting from the treaties conventions and other arrangements concluded up to this day between Japan and Russia or between either of these two powers and China. Copies of the aforesaid arrangements have been exchanged between Japan and Russia.

Article 3. In case any event arises of a nature to menace the status quo above mentioned the two high contracting parties shall in each case enter into communication with each other in order to arrive at an understanding as to the measures they may judge necessary to take for the maintenance of the said status quo.

Signed by the respective representatives (Japanese Ambassador Baron Motono and Russian Minister for Foreign Affairs) on the 4th July, 1910.

Article 4. The object of facilitating communications and developing the commerce of nations the two high contracting parties mutually engage to lend to each other their friendly cooperation with a view to the consolidation of peace in the Extreme East and the improvement of the connecting service of the said railway and to abstain from all competition prejudicial to the realisation of this object.

Article 5. Each of the high contracting parties engages to maintain and respect the status quo in Manchuria resulting from the treaties conventions and other arrangements concluded up to this day between Japan and Russia or between either of these two powers and China. Copies of the aforesaid arrangements have been exchanged between Japan and Russia.

Article 6. In case any event arises of a nature to menace the status quo above mentioned the two high contracting parties shall in each case enter into communication with each other in order to arrive at an understanding as to the measures they may judge necessary to take for the maintenance of the said status quo.

Signed by the respective representatives (Japanese Ambassador Baron Motono and Russian Minister for Foreign Affairs) on the 4th July, 1910.

Article 7. The object of facilitating communications and developing the commerce of nations the two high contracting parties mutually engage to lend to each other their friendly cooperation with a view to the consolidation of peace in the Extreme East and the improvement of the connecting service of the said railway and to abstain from all competition prejudicial to the realisation of this object.

Article 8. Each of the high contracting parties engages to maintain and respect the status quo in Manchuria resulting from the treaties conventions and other arrangements concluded up to this day between Japan and Russia or between either of these two powers and China. Copies of the aforesaid arrangements have been exchanged between Japan and Russia.

Article 9. In case any event arises of a nature to menace the status quo above mentioned the two high contracting parties shall in each case enter into communication with each other in order to arrive at an understanding as to the measures they may judge necessary to take for the maintenance of the said status quo.

Signed by the respective representatives (Japanese Ambassador Baron Motono and Russian Minister for Foreign Affairs) on the 4th July, 1910.

Article 10. The object of facilitating communications and developing the commerce of nations the two high contracting parties mutually engage to lend to each other their friendly cooperation with a view to the consolidation of peace in the Extreme East and the improvement of the connecting service of the said railway and to abstain from all competition prejudicial to the realisation of this object.

Article 11. Each of the high contracting parties engages to maintain and respect the status quo in Manchuria resulting from the treaties conventions and other arrangements concluded up to this day between Japan and Russia or between either of these two powers and China. Copies of the aforesaid arrangements have been exchanged between Japan and Russia.

Article 12. In case any event arises of a nature to menace the status quo above mentioned the two high contracting parties shall in each case enter into communication with each other in order to arrive at an understanding as to the measures they may judge necessary to take for the maintenance of the said status quo.

Signed by the respective representatives (Japanese Ambassador Baron Motono and Russian Minister for Foreign Affairs) on the 4th July, 1910.

Article 13. The object of facilitating communications and developing the commerce of nations the two high contracting parties mutually engage to lend to each other their friendly cooperation with a view to the consolidation of peace in the Extreme East and the improvement of the connecting service of the said railway and to abstain from all competition prejudicial to the realisation of this object.

Article 14. Each of the high contracting parties engages to maintain and respect the status quo in Manchuria resulting from the treaties conventions and other arrangements concluded up to this day between Japan and Russia or between either of these two powers and China. Copies of the aforesaid arrangements have been exchanged between Japan and Russia.

Article 15. In case any event arises of a nature to menace the status quo above mentioned the two high contracting parties shall in each case enter into communication with each other in order to arrive at an understanding as to the measures they may judge necessary to take for the maintenance of the said status quo.

Signed by the respective representatives (Japanese Ambassador Baron Motono and Russian Minister for Foreign Affairs) on the 4th July, 1910.

Article 16. The object of facilitating communications and developing the commerce of nations the two high contracting parties mutually engage to lend to each other their friendly cooperation with a view to the consolidation of peace in the Extreme East and the improvement of the connecting service of the said railway and to abstain from all competition prejudicial to the realisation of this object.

Article 17. Each of the high contracting parties engages to maintain and respect the status quo in Manchuria resulting from the treaties conventions and other arrangements concluded up to this day between Japan and Russia or between either of these two powers and China. Copies of the aforesaid arrangements have been exchanged between Japan and Russia.

Article 18. In case any event arises of a nature to menace the status quo above mentioned the two high contracting parties shall in each case enter into communication with each other in order to arrive at an understanding as to the measures they may judge necessary to take for the maintenance of the said status quo.

Signed by the respective representatives (Japanese Ambassador Baron Motono and Russian Minister for Foreign Affairs) on the 4th July, 1910.

Article 19. The object of facilitating communications and developing the commerce of nations the two high contracting parties mutually engage to lend to each other their friendly cooperation with a view to the consolidation of peace in the Extreme East and the improvement of the connecting service of the said railway and to abstain from all competition prejudicial to the realisation of this object.

Article 20. Each of the high contracting parties engages to maintain and respect the status quo in Manchuria resulting from the treaties conventions and other arrangements concluded up to this day between Japan and Russia or between either of these two powers and China. Copies of the aforesaid arrangements have been exchanged between Japan and Russia.

Article 21. In case any event arises of a nature to menace the status quo above mentioned the two high contracting parties shall in each case enter into communication with each other in order to arrive at an understanding as to the measures they may judge necessary to take for the maintenance of the said status quo.

Signed by the respective representatives (Japanese Ambassador Baron Motono and Russian Minister for Foreign Affairs) on the 4th July, 1910.

Article 22. The object of facilitating communications and developing the commerce of nations the two high contracting parties mutually engage to lend to each other their friendly cooperation with a view to the consolidation of peace in the Extreme East and the improvement of the connecting service of the said railway and to abstain from all competition prejudicial to the realisation of this object.

Article 23. Each of the high contracting parties engages to maintain and respect the status quo in Manchuria resulting from the treaties conventions and other arrangements concluded up to this day between Japan and Russia or between either of these two powers and China. Copies of the aforesaid arrangements have been exchanged between Japan and Russia.

Article 24. In case any event arises of a nature to menace the status quo above mentioned the two high contracting parties shall in each case enter into communication with each other in order to arrive at an understanding as to the measures they may judge necessary to take for the maintenance of the said status quo.

Signed by the respective representatives (Japanese Ambassador Baron Motono and Russian Minister for Foreign Affairs) on the 4th July, 1910.

Article 25. The object of facilitating communications and developing the commerce of nations the two high contracting parties mutually engage to lend to each other their friendly cooperation with a view to the consolidation of peace in the Extreme East and the improvement of the connecting service of the said railway and to abstain from all competition prejudicial to the realisation of this object.

Article 26. Each of the high contracting parties engages to maintain and respect the status quo in Manchuria resulting from the treaties conventions and other arrangements concluded up to this day between Japan and Russia or between either of these two powers and China. Copies of the aforesaid arrangements have been exchanged between Japan and Russia.

Article 27. In case any event arises of a nature to menace the status quo above mentioned the two high contracting parties shall in each case enter into communication with each other in order to arrive at an understanding as to the measures they may judge necessary to take for the maintenance of the said status quo.

Signed by the respective representatives (Japanese Ambassador Baron Motono and Russian Minister for Foreign Affairs) on the 4th July, 1910.

Article 28. The object of facilitating communications and developing the commerce of nations the two high contracting parties mutually engage to lend to each other their friendly cooperation with a view to the consolidation of peace in the Extreme East and the improvement of the connecting service of the said railway and to abstain from all competition prejudicial to the realisation of this object.

Article 29. Each of the high contracting parties engages to maintain and respect the status quo in Manchuria resulting from the treaties conventions and other arrangements concluded up to this day between Japan and Russia or between either of these two powers and China. Copies of the aforesaid arrangements have been exchanged between Japan and Russia.

Article 30. In case any event arises of a nature to menace the status quo above mentioned the two high contracting parties shall in each case enter into communication with each other in order to arrive at an understanding as to the measures they may judge necessary to take for the maintenance of the said status quo.

Signed by the respective representatives (Japanese Ambassador Baron Motono and Russian Minister for Foreign Affairs) on the 4th July, 1910.

Article 31. The object of facilitating communications and developing the commerce of nations the two high contracting parties mutually engage to lend to each other their friendly cooperation with a view to the consolidation of peace in the Extreme East and the improvement of the connecting service of the said railway and to abstain from all competition prejudicial to the realisation of this object.

Article 32. Each of the high contracting parties engages to maintain and respect the status quo in Manchuria resulting from the treaties conventions and other arrangements concluded up to this day between Japan and Russia or between either of these two powers and China. Copies of the aforesaid arrangements have been exchanged between Japan and Russia.

Article 33. In case any event arises of a nature to menace the status quo above mentioned the two high contracting parties shall in each case enter into communication with each other in order to arrive at an understanding as to the measures they may judge necessary to take for the maintenance of the said status quo.

Signed by the respective representatives (Japanese Ambassador Baron Motono and Russian Minister for Foreign Affairs) on the 4th July, 1910.

Article 34. The object of facilitating communications and developing the commerce of nations the two high contracting parties mutually engage to lend to each other their friendly cooperation with a view to the consolidation of peace in the Extreme East and the improvement of the connecting service of the said railway and to abstain from all competition prejudicial to the realisation of this object.

Article 35. Each of the high contracting parties engages to maintain and respect the status quo in Manchuria resulting from the treaties conventions and other arrangements concluded up to this day between Japan and Russia or between either of these two powers and China. Copies of the aforesaid arrangements have been exchanged between Japan and Russia.

Article 36. In case any event arises of a nature to menace the status quo above mentioned the two high contracting parties shall in each case enter into communication with each other in order to arrive at an understanding as to the measures they may judge necessary to take for the maintenance of the said status quo.

Signed by the respective representatives (Japanese Ambassador Baron Motono and Russian Minister for Foreign Affairs) on the 4th July, 1910.

Article 37. The object of facilitating communications and developing the commerce of nations the two high contracting parties mutually engage to lend to each other their friendly cooperation with a view to the consolidation of peace in the Extreme East and the improvement of the connecting service of the said railway and to abstain from all competition prejudicial to the realisation of this object.

Article 38. Each of the high contracting parties engages to maintain and respect the status quo in Manchuria resulting from the treaties conventions and other arrangements concluded up to this day between Japan and Russia or between either of these two powers and China. Copies of the aforesaid arrangements have been exchanged between Japan and Russia.

Article 39. In case any event arises of a nature to menace the status quo above mentioned the two high contracting parties shall in each case enter into communication with each other in order to arrive at an understanding as to the measures they may judge necessary to take for the maintenance of the said status quo.

Signed by the respective representatives (Japanese Ambassador Baron Motono and Russian Minister for Foreign Affairs) on the 4th July, 1910.

Article 40. The object of facilitating communications and developing the commerce of nations the two high contracting parties mutually engage to lend to each other their friendly cooperation with a view to the consolidation of peace in the Extreme East and the improvement of the connecting service of the said railway and to abstain from all competition prejudicial to the realisation of this object.

Article 41. Each of the high contracting parties engages to maintain and respect the status quo in Manchuria resulting from the treaties conventions and other arrangements concluded up to this day between Japan and Russia or between either of these two powers and China. Copies of the aforesaid arrangements have been exchanged between Japan and Russia.

Article 42. In case any event arises of a nature to menace the status quo above mentioned the two high contracting parties shall in each case enter into communication with each other in order to arrive at an understanding as to the measures they may judge necessary to take for the maintenance of the said status quo.

Signed by the respective representatives (Japanese Ambassador Baron Motono and Russian Minister for Foreign Affairs) on the 4th July, 1910.



## LEGISLATIVE COUNCIL.

His Excellency Sir Henry M. Y. provided at the meeting of the Legislative Council which was held this afternoon, here were also present—

Hon. Mr. A. M. Thomson, Acting Colonial Secretary.

Hon. Mr. W. R. Davis, K.C., Attorney General.

Hon. Mr. C. McI. Messer, Acting Colonial Treasurer.

Hon. Mr. A. W. Brewin, Registrar General.

Hon. Mr. W. Chatham, C.M.G., Director of Public Works.

Hon. Mr. F. J. Badley, Capt. Supt. of Police.

Hon. Dr. Ho Kai, C.M.G.

Hon. Mr. Wai Yau, C.M.G.

Hon. Mr. Murray Stewart.

Hon. Mr. E. A. Hewett.

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Hon. Mr. E. A. Hewett.

Hon. Mr. E. A. Hewett.

Doctor for supervision of midwives in cases of necessity.

**DRAINAGE EXPENDITURE.**

A sum of \$14,330, vote Public Works, extraordinary, drainage, training nullahs, was sanctioned.

A sum of \$2,592.11 in aid of the vote, Public Works, extraordinary, miscellaneous, fish breeding pond construction.

**A CROFT'S ALLOWANCE.**

A sum of \$558.87 in aid of the vote, Judicial and Legal Departments, C.—District Officer, personal emoluments, local allowance to passed cases acting as Assistant District Officer.

**THE POLICE.**

A sum of \$2,078.69 in aid of the vote, Police and Prison Departments, A.—Police, other charges, for the following two items:—Rent of stations, \$1,178.60; secret service, \$1,500.00.

The Chairman explained that the secret service vote was large because this year they had had to spend some rather heavy sums in connection with special cases, such as the An Tau murder.

**RECREATION GROUNDS.**

A sum of \$450 in aid of the vote, Public Works, recreation, miscellaneous, maintenance of public recreation grounds.

**TRACERS' EMOLUMENTS.**

A sum of \$270 in aid of the vote, Public Works Department, personal emoluments, for the following two items:—Temporary tracer, \$210; ditto, New Territories allowance, \$60.

**HARBOUR DEPARTMENT.**

A sum of \$922, in aid of the vote, Harbour Master's Department B.—Maritime Marine Officer, personal emoluments, for the following two items:—Clerk, \$372; do, (overseer) allowance, \$350.

During a discussion on the minute, Hon. Mr. Hewett said business people had to work extra time without allowance.

Hon. Mr. Murray Stewart thought the proportion of overtime allowance to the salary was excessive.

The Chairman stated that the allowance was limited to \$500 a year. He added that surely the shipping firms paid overtime if a man was kept at work until midnight hours.

Hon. Mr. Hewett replied that he was not aware that his firm paid any overtime. If any clerk of his refused to work extra time he would sack him on the spot.

The Chairman said the case was different. Mr. Hewett would not keep his clerks working until midnight.

Hon. Mr. Hewett—Certainly I would. I would keep my clerks at it all night if necessary and if they objected, I asked for extra pay they would be dismissed. And I think merchants would do the same thing.

Hon. Mr. Murray Stewart suggested that there was a possibility of the system being abused if they continued overtime.

Hon. Mr. Hewett agreed, and remarked that a man might deliberately delay his work in order to get overtime pay.

The Chairman thought that had nothing to do with the principle involved.

Hon. Mr. Murray Stewart said they were glad to learn that the vote was in order, but as it was expressed it must strike any man who was not a member of the Council.

The Chairman—Perhaps overtime is a wrong description. It is rather out-of-time, extraordinary time out of office.

**SURVEYING INSTRUMENTS.**

A sum of \$470 in aid of the vote, Public Works Department, other charges, surveying instruments.

**SUPREME COURT LIBRARY.**

A sum of \$1,210.63 in aid of the vote, Judicial and Legal Departments, A.—Supreme Court, other charges, for the following two items:—Library, \$1,156.53; newspapers, \$54.00.

The Chairman explained that this was a vote for some valuable law reports which were offered for sale, and which the officers of the Supreme Court, thought absolutely necessary for reference. They were from the library of the late Mr. Callaghan.

Hon. Mr. Murray Stewart asked who was responsible for the care of the books in the Supreme Court Library?

The Chairman said he believed the Registrar was responsible.

Hon. Mr. Murray Stewart said the reason he asked the question was that he had heard a comment passed that the books there were not properly looked after, and it had occurred to him that it was rather useless spending large sums like that if they were not properly seen to.

Hon. Mr. E. A. Hewett—Will these books be transferred to the new Law Courts?

The Chairman—Yes.

Hon. Mr. Osborne—Can you give us a statement of time?

The Chairman—Of what?

Hon. Mr. Osborne—Of when the books will be transferred. (Laughter.)

**INCIDENTAL EDUCATION EXPENSES.**

A sum of \$40 in aid of the vote, education, Department of the Director of Education, other charges incidental expenses.

**A NEW ROAD.**

A sum of \$10,000 in aid of the vote, Public Works, extraordinary, communications, road extending along a north-western boundary of Kowloon Marine Lot 83 and Kowloon Island Lot 1178.

**KOWLOON WATER WORKS.**

A sum of \$32,000 in aid of the vote, Public Works, extraordinary, water works, Kowloon Water Works.

The Chairman said this sum was necessary to carry out this large work up to the end of the year.

The Director of Public Works stated that it was in consequence of the failure of the contractor who was constructing the dam that the cost had been materially increased.

Hon. Dr. Ho Kai—Can't you recover from the sureties?

Director of Public Works—We will endeavour to do so.

Hon. Mr. Hewett—Does that account for the whole \$32,000?

The Chairman—I think so.

Hon. Mr. Murray Stewart—Does this finish it?

The Director of Public Works—There will be a vote next year for about \$11,000, which will complete the whole work.

Hon. Mr. Murray Stewart enquired whether he was right in thinking that there was some doubt as to whether they could call on the sureties?

Hon. Mr. Murray Stewart—Of course it would depend upon the nature of the security accepted.

The Director of Public Works—The Government hold certain securities and we presume they will be reliable, but whether they will cover the whole amount I am unable to say.

In reply to Hon. Mr. Kenwick the Director of Public Works stated that the total amount of the contract was \$500,000.

Hon. Mr. Murray Stewart—Add the security?

The Director of Public Works—I would not like to say off-hand; \$10,000 I think.

Hon. Mr. Hewett—Only \$10,000 for a contract of \$500,000?

The Director of Public Works—Yes, I think so.

Hon. Mr. Murray Stewart—Then if the contractor fails to carry out the contract the Government will be let in for \$40,000.

The Director of Public Works stated that the principle which the Government went on in letting contracts was generally speaking to secure tenders from substantial firms and make the security low so as to not unnecessarily tie up money and so hamper the work.

Hon. Mr. Murray Stewart said they appreciated that but he thought that there should be a limit to what it was advisable to put the figure. Clearly \$10,000 security on a \$500,000 contract was almost as bad as no security at all.

**TYPHOON WARNING.**

The American Consulate General at Hongkong circulated the following telegram received from the Manila Observatory, Manila, 14th, 11.40 a.m.

Warning.—Low-pressure area extending from the China Sea to the Pacific across northern Luzon and the Balintang Channel. A real typhoon may develop later.

**CANTON OPIUM MONOPOLY.**

The Viceroy's Reply to Peking.

We have had translated by a well known sinologist the reply which the Viceroy of Canton has made to the Wei-wu-pu in reference to the protests which have been lodged by the British Authorities against the new tax on opium recently enforced at Canton. The language used by His Excellency is very compressed and difficult to turn into exact English equivalents but we think we have succeeded in conveying the real meaning of this interesting statement.

I have the honour to acknowledge the receipt of your telegram sent me from Peking, forwarded by the Foreign Office, and in reply thereto, have already instructed the officer who has charge of the opium monopoly to examine into the matter referred to and report to me. This he has now done, and after a full and exhaustive examination, I beg to make the following reply.

The recently issued opium licenses which imposed new taxes upon those who sell, and these who smoke opium, do not affect the opium merchants, nor any that deal in raw opium. I have not therefore in any way interfered with or infringed upon the original treaty regulations. I have already informed you of this by telegram. I have imposed no additional duties or taxes on raw opium. I have not interfered with these chests either inside or out.

Furthermore, both Indian and native opium, when prepared for smokers, are both taxed to the same extent. I have not given any preference to the native drug over the foreign. This matter is within the rights of one's own internal administration.

In regard to placing a limit on the time within which raw opium must be prepared, my purpose was to guard against worthless opium being brought into the market. The Government in Peking have with the English Plenipotentiary arranged and decided to stop the importation of opium in China. This suppression commenced on the twelfth month of the thirty-third year of Kwang Shui. This year there was to be one-tenth less imported. If we examine the Custom House returns for the thirty-fourth year of Kwang Shui, and compare them with the thirty-third, we shall find that the diminution is only three per cent. I do not regret the first year of the Tsin Tsung (the present emperor), with the last year of Kwang Shui the imports appear to have increased rather than diminished. The Indian opium is imported into China, and is stored up by native dealers. The Chinese Government has no objection to the new license, the Bureau for the suppression of opium is determined to make both the sellers and the smokers of opium, whether they have or use little or much, keep the raw opium only three days. After that time it must be prepared for sale, and the dealers must be prepared to accept the new license. By this arrangement, we prevent the worthless dealers from adding largely to their stores, so that later on smokers can get what they want, and so the habit continues, and the dealers make money out of it. Otherwise there will be confusion and confusion in the suppression of the drug. I have nothing else to say.

All imported foreign opium is sold to the native merchants. In regard to my insisting upon a limit within which the opium must be prepared for sale, this matter, I do not see that I have interfered in any way with the original opium treaty regulations. Moreover, I have not in any way interfered with the importation of opium. How then do you say that I am acting in an unwarrantable manner? Already I have conformed to the arrangements for the yearly diminution.

The original plan for the suppression of the drug concerned both the Indian and the native and the Chinese Government throughout the Province, the cultivation of opium is prohibited. In some Provinces the diminution of the acreage under cultivation of the poppy is as great as seventy or even eighty per cent.

During the third month of the present year I received a telegram from Peking, because it was found that opium smokers were more and more being forced to buy the foreign drug. I was therein requested to look into the amount of opium imported, and to see that it was not more than the original plans, and arrangements in regard to opium suppression. If we do, it will be found that more energy must be given to the task. I hope that both countries will do what they have promised, and so China will be enabled to suppress the habit.

If the British Plenipotentiary reports that the Indian Government is unwilling under the conditions obtaining to curtail the output then he seems to me to be using language to force us. This, moreover, appears to be a plan for assisting the Indian opium merchants in getting rid of a larger quantity of foreign opium.

Originally England's arrangement was to suppress the drug in ten years and so achieve a noble deed, the words of the Plenipotentiary are altogether a contradiction to this purpose. The opium course in China every country wants to see uprooted, and they are pleased with and applaud China for what she is doing. England is a great and a highly civilized country, and certainly she will not be willing that her merchants should for the sake of a little gain sell the arrangements already made for the completion of this great task. I forward this reply for your inspection.

**WHY SUFFER FROM RHEUMATISM?**

It is a mistake to allow anyone to suffer from rheumatism, as the pain can always be relieved, and in many cases cured, by applying Chamberlain's Pain Balm. The relief from pain which it affords is almost wondrous many times its cost. For sale by all chemists and storekeepers.

## THE NEW TERRITORIES.

District Officers' Reports.

There were laid on the table at this afternoon's meeting of the Legislative Council reports for 1909 on the Northern and Southern Districts of the New Territories.

**NORTHERN DISTRICT.**

That for the Northern District was signed by Mr. S. B. C. Ross (District Officer) and stated that certain changes were made during the year in the administration of the district. Formerly the district was administered by a Police Magistrate who was also an Assistant Superintendent of Police and by an Assistant Land Officer. The Magistrate had no power to hear land cases and the Assistant Land Officer had no power to sit as Magistrate. The collection of rent was supervised by the Police Magistrate. In 1907 the offices of Police Magistrate, Assistant Superintendent of Police and Collector were amalgamated under the title of District Officer but the Assistant Land Officer was created and the District Officer had still no power to hear land cases. The District Officer was subordinate to the Captain Superintendent of Police and the Treasurer while the Assistant Land Officer was subordinate to the Assistant Land Officer and was made subordinate to the District Officer and at the beginning of 1910 a new department was created, the title of District Officer, District Officer, and the Assistant District Officer have equal powers in all cases. They are both Assistant Superintendents of Police and are both subordinate to the Captain Superintendent of Police. A new security of policy is now being introduced, which was not possible under the old system. During the year 1909 Mr. Halliday, the District Officer, acted as District Officer for the remainder of the year. Mr. Tatham acted as Assistant District Officer from May 13th to December 31st.

At the end of the year the police force stationed in the district consisted of 8 Europeans, 40 Indians and 24 Chinese. The waters of the district are divided into 24 sections, of which 12 are European and 12 Chinese. There were also 15 Indians quartered in the district during the year for railway purposes. A reduction of the European force was made on September 1st, by the withdrawal of the 12 Europeans. This station is now visited by the Ping Shan and San Tin sergeants and is for purposes of discipline, under San Tin.

Under the heading of revenue it is stated that the total collection of the district was \$37,928.30. But in order to arrive at the real revenue from the district the fees collected by the water police for licences of various descriptions under the Merchant Shipping Ordinance must be added. These fees are paid by the shipowners. During 1909 they amounted to \$5,777.80. The gross revenue in cash is therefore \$43,706.10. Something should moreover be credited to the district on behalf of the opium monopoly. The annual sales of opium within the district appear to amount to something like \$32,800.00. No difficulty was experienced in collecting the revenue. The rent collection began on the 1st July and the collection was completed in two months. During the month of July alone \$30,336.84 was collected. In the district the collection of the rent from the 1st July to the 31st December 1909 was \$3,777.80. The gross revenue in cash is therefore \$43,706.10. 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## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES 1910:-

STEAMERS	To SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE, SUNDAY	14th July	Freight and Passengers
SHANGHAI, MOJI, KOBE, SUNDAY	14th July	Freight and Passengers
SHANGHAI, MOJI, KOBE, SUNDAY	14th July	Freight and Passengers
SHANGHAI, MOJI, KOBE, SUNDAY	14th July	Freight and Passengers
SHANGHAI, MOJI, KOBE, SUNDAY	14th July	Freight and Passengers
SHANGHAI, MOJI, KOBE, SUNDAY	14th July	Freight and Passengers
SHANGHAI, MOJI, KOBE, SUNDAY	14th July	Freight and Passengers
SHANGHAI, MOJI, KOBE, SUNDAY	14th July	Freight and Passengers
SHANGHAI, MOJI, KOBE, SUNDAY	14th July	Freight and Passengers
SHANGHAI, MOJI, KOBE, SUNDAY	14th July	Freight and Passengers

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO'S.

## ROYAL MAIL STEAMSHIP LINE.

## EMPRSS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:	From Quebec:
EMPRSS OF INDIA	EMPRSS OF IRELAND
SATURDAY, 16th JULY	FRIDAY, 12th AUG.
EMPRSS OF JAPAN	ALLAN LINE
SATURDAY, 6th AUG.	FRIDAY, 2nd SEPT.
EMPRSS OF CHINA	EMPRSS OF BRITAIN
TUESDAY, 16th AUG.	FRIDAY, 23rd SEPT.
EMPRSS OF INDIA	ALLAN LINE
SATURDAY, 27th AUG.	FRIDAY, 14th OCT.
EMPRSS OF JAPAN	EMPRSS OF IRELAND
SATURDAY, 8th OCT.	FRIDAY, 4th NOV.

Empress Steamships leave Hongkong at 8.00 a.m. and 'Monteagle' at 12 Noon. Each Trans-Pacific Empress connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The Empress of Britain and Empress of Ireland are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The Empress steamers on the Pacific and the Atlantic are equipped with the latest wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$21.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R.M.S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP TONS CAPTAIN TO SAIL

HENRIK IBSEN 1478 CHRISTEN SMITH 5th August, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to:

FRED J. HALTON, Agent.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW

AND RETURN.

STEAMSHIP CAPTAIN LEAVING.

HAICHING Capt. W. C. Passmore FRIDAY, 15th July, at 10 A.M.

HAITAN Capt. J. W. Evans TUESDAY, 19th July, at 10 A.M.

Steamers will arrive at, and depart from the Company's Wharf (near Blake Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,

General Managers.

Hongkong, June 23, 1910.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS ARRIVE HONGKONG FROM AUSTRALIA LEAVE HONGKONG FOR AUSTRALIA

ALDENHAM June 28 July 26th, at 10 a.m.

EMERALD July 26 Aug. 20th, at Noon.

EASTERN Aug. 26 Sept. 17th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,

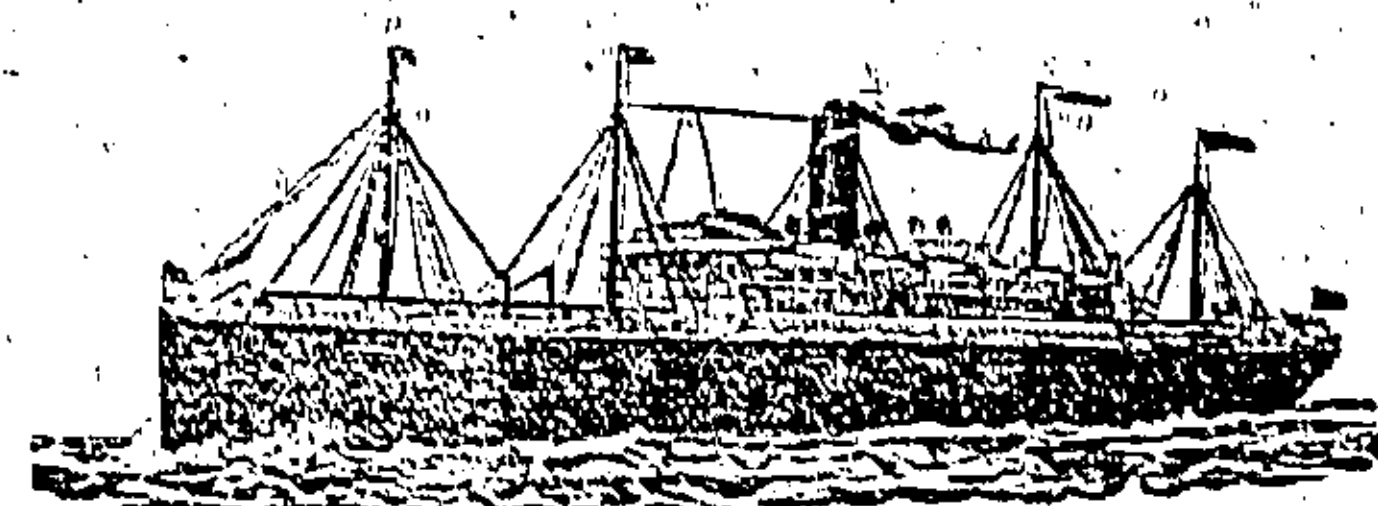
Agents.

Hongkong, November 2, 1909.

## Shipping.

## PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

## U.S. MAIL LINES.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	SAILING DATE	Time
KOREA	18,000	SATURDAY, 18th July	at 1 p.m.
NIPPON MARU	11,000	SATURDAY, 30th July	at 1 p.m.
SIBERIA	18,000	SATURDAY, 8th Aug.	at 1 p.m.
MANCHURIA	27,000	SATURDAY, 20th Aug.	at 1 p.m.
OHIO MARU	27,000	SATURDAY, 27th Aug.	at 1 p.m.
MONSIEUR	27,000	SATURDAY, 17th Sept.	at 1 p.m.
TENYO MARU	21,000	SATURDAY, 24th Sept.	at 1 p.m.

Twice weekly. Triple Screw Steamer. The P.M.S. KOREA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu, on SATURDAY, July 18th, at 1 p.m.

Fares: Hongkong to London £71. 10. 0. Return six months £120. 10. 0. 12 months £125; including Bath and Meals across America.

## INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 13th Aug., at 1 p.m.

Asia.....9,500 Tons, SATURDAY, 3rd Sept., at 1 p.m.

The S.S. CHINA will leave for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, August 13th, at 1 p.m.

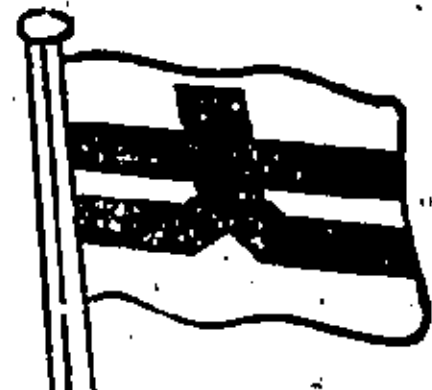
The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Ports.....£245.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, Kwa's Building (opposite Blake Pier).

FRED J. HALTON, Agent.



## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG-

(SUBJECT TO ALTERATION).

## TRANS-PACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route).

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
TACOMA, via KEELUNG, MOJI, KOBE & YOKOHAMA	CHICAGO MARU, Capt. I. Goto.	6,182	Wednesday, 10th Aug., at Noon.
Do.	TACOMA MARU, Capt. H. Yamamoto.	6,178	Wednesday, 7th Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
SWATOW, AMOY & TAINING	DAIGI MARU, Capt. H. Moriyama.	SUNDAY, 17th July, at 10 A.M.
ANPING, via SWATOW & AMOY	JOSEPH MARU, Capt. Y. Yamamoto.	WEDNESDAY, 20th July, at 10 A.M.
SHANGHAI, via SWATOW & AMOY	CHUN MARU, Capt. T. Sogawa.	THURSDAY, 21st July, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout.

First-class cuisine.

The newly built steamers: 'Chosen Maru' and 'Bouru Maru'—First-class cabins—AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply to the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, June 23, 1909.

## NORDDEUTSCHER LLOYD, BREMEN.

For

NAUMEN, GENOA, ANVERS, ROON, (tons 15000) THURSDAY, 14th July, at 10 a.m.

GIBRALTAR, SOUTHAMP, Capt. H. Rehm.

SHANGHAI, NAGASAKI, KLEIST, (tons 17000) WEDNESDAY, 13th July.

Kobe & Yokohama..... Capt. O. Pahnke.

Fitted with Wireless Telegraphy New System of Telefunken.

MANILA, ANGAUR, YAP, COBLENZ, (tons 6750) SATURDAY, 16th July, at Daylight.

NEWGUINEA, BRISBANE, Capt. H. Raegener.

SYDNEY AND MELBOURNE

YOKOHAMA AND KOBE..... PRINZ WALDEMAR, Capt. F. Iscke. (tons 6100) About TUESDAY, 20th July.

KODAT AND SANDAKAN..... BORNEO, Capt. F. Sembill. (tons 1000) End of July.

For further Particulars apply to

Norddeutscher Lloyd,

MELOHERS & CO.,

General Agents, Hongkong & China.

## CALIFORNIAN LABOUR PROBLEM.

The Need of Japanese Workers.

Japanese of the labouring class are an absolute essential to the agricultural development of California. This is the verdict of the State Labour Commissioner in his report to the Governor, made after more than a year's careful field work. The investigation was started after the anti-Japanese agitation in 1908-1909.

No other form of labour is suitable to the continuance of agricultural development as now carried on, according to the report, and if the Japanese were permanently absent from the field, the labourers would be substituted, is the belief.

The so-called Oriental problem is thoroughly discussed. It is found that some form of farm labour capable of independent subsistence, quick mobilization and entailing no responsibility upon the employer for continuous employment is necessary to California's field, orchard and vineyard industries if these vast enterprises are to be perpetuated and developed.

The report is of the opinion that the Japanese, who now perform slightly more than fifty per cent. of labour, are second only to the Chinese in meeting these requirements.

## CHARACTER OF COMPLAINTS.

Regarding complaints against Japanese in districts in which they are largely employed, the report states they arise from attempts to obtain higher wages. It is pointed out, however, that there are few complaints of this character except in such districts as are dominated by the Japanese through their numbers, and the almost absolute dependence of the growers upon them for the harvesting of crops in the short time they have.

The average duration of employment on farms is less than two months in the year. In this connection, the report points out, the Japanese have learned that they can make much more money out of contract labouring than working for daily wages.

The rough average wage in the fields, orchards and vineyards is given at approximately \$1.50 a day. Under the contract system labourers make from \$4 to \$7 a day. From this they have passed to a more liberal form of contract, working together on shares; to growing crops on ground held by them under cash rental and, comparatively isolated instances, to actual ownership of the land.

The report states it is not within its province to offer suggestions as to the solution of the labour problem presented, but merely to present the facts after rigid scrutiny of Japanese life in California.

## NO MORE IN WHITE LABOUR.

That the problem cannot be solved by drawing from the present available white farm labour supply by any known methods is declared, and also it is reported creation of an ideal, intelligent class of white farm labour to be drawn from all sources within the confines of the United States is practically an impossibility, for the reason that such an effort would entail an entire and radical readjustment of economic conditions and the relationship that now exists between the grower and the system of transportation, distribution and marketing.

The report contains some interesting statistics on the physical aspect of the Japanese in California. The records of the County Assessors show 199 farms, containing 10,791 acres, owned by Japanese in the State. These farms were assessed at \$339,401 on land and \$46,947 on improvements, making a total of \$386,348, and were mortgaged to the extent of \$773,584. The records show also 185 holdings of town property assessed at \$174,624, of which \$79,000 was on land and \$95,624 on improvements. These holdings were mortgaged to the extent of \$20,000.

The Japanese population of California is given by the reports as 41,026 on January 1, 1910, about 10 per cent being females. Of this number 65 per cent are engaged in agricultural pursuits and 15 per cent in domestic service of one kind or another.

## Shipping.

## 'INDRA' LINE, LIMITED.

FOR NEW YORK, via SUEZ CANAL.

The Steamship INDRADEO,

Captain W. H. Lea, will be despatched as above on 23rd inst.

This steamer has superior accommodation for a limited number of first-class passengers.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, July 12, 1910.

## AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERMANENT, RED SEA, BLACK SEA, LANTAR, VENICE AND ADRIATIC PORTS.)

THE Co.'s Steamship PERLA,

Captain P. Gernsheim, will be despatched as above on 27th July, p.m.

This steamer has special accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight, apply to

SANDER, WELER & CO., Agents.

Prinze's Buildings.

Hongkong, July 6, 1910.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	SAILING DATE	Time
* MANILA	YUNGSANG	FRIDAY, July 15,	at 4 p.m.
* SHANGHAI	E WONGSANG	SATURDAY, July 16,	at Noon
* SANDAKAN	MAUSANG	WEDNESDAY, July 20,	at 4 p.m.
* MANILA	LOONGSANG	FRIDAY, July 22,	at 4 p.m.
* SHANGHAI, KOBE and MOJI	KUTSANG	TUESDAY, July 26,	at Noon
* TIENSIN	CHONGSHING	TUESDAY, July 26,	at Noon
* SINGAPORE, PENANG and CALCUTTA	NAMSANG	THURSDAY, July 28,	at Noon

## RETURN TOURS TO JAPAN, Occupying 24 days.

THE steamer KUTSANG, Namsang and Fookang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Xiamen, Fuzhou, Chaochow, Ningbo, Tientsin, Hankow, Shanghai, Kobe, Yokohama, and Japan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

## CHINA NAVIGATION CO., LD.

## CHINA.

## SAILINGS SUBJECT TO ALTERATION.

HAIPHONG	CHONGKANG	July	17	at 8
CEBU & ILOILO	SHONGKANG	July	18	at 4
MANILA	TEAN	July	19	at 3
CHITTOO & TIENSIN	SHONGHONG	July	21	at 4
SHANGHAI	CHONGHONG	July	21	at 4
MANILA, ZAMBOANGA, and USUAL	CHANGHONG	July	27	at 4

AUSTRALIAN PORTS: DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SUREW STEAMERS & TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE.

PAST SCHEDULE TWIN SUREW STEAMERS (S.S. Chien, Chuan, Lin, etc.) with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai three times a week, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.



## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.HOMeward PASSENGER SEASON 1910.  
PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

SEPARATE	LOCAL	Connecting Steamers	Due to	Due to	
Colombo	Hongkong	from Colombo to MARSHALL & LONDON	MARSHALLS (Brindisi 3 days earlier)	Plymouth (1 day later)	
Steamer	Tons	Tons	Saturday	Friday	
DELHI	8000	MOLDAVIA	9500	Aug. 21	Aug. 27
ASSAYE	7500	MONGOLIA	9500	Aug. 28	Sept. 3
DEVANHA	8000	MOLDAVIA	9500	Sept. 18	Sept. 24
ARCADIA	8000	MOREA	10895	Oct. 1	Oct. 7
DELTA	8000	MOLTAN	10000	Oct. 15	Oct. 21
DELHI	8000	CHINA	8000	Oct. 29	Nov. 4
ASSAYE	7500	INDIA	9500	Nov. 12	Nov. 18
DEVANHA	8000	MOLDAVIA	9500	Nov. 26	Dec. 2
ARCADIA	8000	MACEDONIA	10512	Dec. 10	Dec. 16
DELTA	8000	MOLDAVIA	9500	Dec. 24	Dec. 30
DELHI	8000	MONGOLIA	9500	Jan. 7	Jan. 13

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.FARES TO LONDON (including Suez):  
1st Saloon...£71.10 Single. £108.14 Return.  
2nd ".....£43.8 " £72.12 "

In addition to the above Mail Steamers the following:-

## INTERMEDIATE (NON-TRANSIT) STEAMERS

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due London
SOMALI	July 27	Sept. 11
SUNDA	Aug. 10	Oct. 4
NUBIA	Sept. 3	Oct. 27
SYRIA	Sept. 17	Nov. 10
PALAWAN	Oct. 1	Nov. 24
RAMUR	Oct. 15	Dec. 8
SOMALI	Oct. 29	Dec. 22

These Steamers call also at Singapore, Penang, Colombo, and at Malacca.

FARES TO LONDON (including Suez):  
1st Saloon...£55.0 Single. £88.10 Return.  
2nd ".....£33.10 " £57.4 "

\* Carry 1st and 2nd Saloon Passengers.

For further particulars Apply to

E. A. HEWETT,  
SuperintendentMESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

FOR	STEAMER	CAPTAIN	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIAN	Bravo	July 18, p.m.
MARSEILLES, Via Port	ERNEST SIMONS, GIRAUD	Aug. 2, at 1 p.m.	

TRANSFERRING ON THE C's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea.  
Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpretation upon passengers on their arrival in England.For further particulars, apply to  
P. THOMAS, Agent,  
QUEEN'S BUILDING.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	R. Rodger	Manila	SATURDAY, July 16, at 5 p.m.
ZAFIRO	2540	A. Fraser	Manila	July 23, at Noon.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

HONGKONG-BOSTON & NEW YORK  
AMERICAN-ASIATIC STEAMSHIP COMPANY.FOR BOSTON AND NEW YORK, via PORTS  
AND SUEZ CANAL.  
(With liberty to call at the  
MALABAR COAST.)

S.S. WRAY CASTLE...on or about 6th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, July 12, 1910.

## Shipping

HAMBURG-AMERIKA LINIE,  
HAMBURG.

## EAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,  
via STRAITS AND COLOMBOTo HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.  
TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Adriatic, Black Sea and Baltic Ports.AND ALL NORTH AND SOUTH AMERICAN PORTS.  
Also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Yokohama & Kobe	For Havre, Bremen & Hamburg
S.S. SCANDIA .....14th July	S.S. ARABIA .....18th July
S.S. SAXONIA .....18th July	For Rotterdam, H'burg & A'werp
S.S. SPZLA .....19th Aug.	S.S. SITBONIA .....22nd July
	For Havre & Hamburg
	S.S. BRASLIA .....25th July
	For Marseilles & Hamburg
	S.S. MECKLENBURG .....29th July
	For Rotterdam, Hamburg & A'werp
	S.S. SEGOVIA .....10th Aug.

For further Particulars, apply to  
HAMBURG-AMERIKA LINIE, Hongkong OfficeDIRECT ROUTE TO AMERICA.  
GREAT NORTHERN S.S. CO.

## S.S. 'MINNESOTA'

28,000 Tons.

CAPTAIN T. W. GARLICK.

MANILA, NAGASAKI, KOBE,  
YOKKAICHI, SHIMIZU and  
YOKOHAMA  
FOR  
SEATTLE.

SAILS FROM HONGKONG ON SATURDAY, JULY 30TH, AT NOON.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hongkong for Manila, Straits Settlements, Java, India, London and Paris.  
LUXURIOUS PASSENGER ACCOMMODATIONS: Suites and State Rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.  
For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA,  
Agents.

Hongkong, March 17, 1910.

## THOS COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS  
BANKERS, etc.HEAD OFFICE: LUDGATE CIRCUS, LONDON, E.C.  
SIBERIAN RAILWAY.  
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-  
SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the World.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS  
of 1910.Head Office for the Far East:  
16, DES VUEX ROAD,  
Hongkong.  
Hongkong, April 4, 1908.SHEIR LINE OF STEAMERS,  
LIMITED.  
FOR LONDON, ROTTERDAM AND  
ANTWERP.THE Steamship  
PEMBROKESHIRE,  
Captain HAYES, will be despatched, as  
above on or about 16th July.  
This steamer has superior accommodation  
for first-class passengers at cheap  
rates, being fitted throughout with Electric  
Light and Electric Fans in State Rooms  
and Saloon. A Doctor and Stewards are  
carried.For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Hongkong, June 30-1910.AUSTRIAN  
LEOPOLD'S  
STEAM  
NAVIGATION  
COMPANY.STEAM TO  
SHANGHAI, YOKOHAMA AND  
KOBE.THE Company's Steamship  
SILESIA,  
Captain E. RADONICICH, will leave for the  
above places on TUESDAY, the 19th inst.,  
p.m.This steamer has special accommoda-  
tion for Passengers and Light, carries  
a doctor and Stewards.  
For Freight or Passage, apply to  
SANDER, WHEELER & Co.,  
Agents,  
Princes' Building.  
Hongkong, July 13, 1910.CANADIAN PACIFIC  
RAILWAY CO.

## FOR VANCOUVER.

THE Steamship  
AYMERIC,  
From Hongkong, on  
TUESDAY, 26th July,  
for VANCOUVER Direct.To be followed by  
OCEANO .....27th September.  
KUMERIC .....20th October.  
AYMERIC .....20th November.Bills of Lading issued to Victoria, Van-  
couver and Overland Points in Canada,  
the United States and to the West Indies.  
For further information regarding rates  
of freight, etc., apply to  
CANADIAN PACIFIC  
RAILWAY Co.,  
HONGKONG.  
Hongkong, July 11, 1910.

## SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE  
VIA DAIREN.

## SUMMER SCHEDULE.

(Effective from May 1, 1910).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently  
equipped Sleeping, Dining and 1st Class Cars, operated between Dairen and Changchun  
in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai  
Direct Steamer Service by the S.S. 'Kobe Maru' and 'Sakiko Maru' (each 2,877 tons  
as follows:-

NORTH-BOUND		SOUTH-BOUND	
Station	Time	Station	Time
Shanghai (Steamer)	1.00 p.m.	Dairen	Satur.
Dairen (Train)	10.24 p.m.	Changchun	Sun.
Changchun (Train)	10.43 p.m.	Shanghai (Steamer)	Tues.
Shanghai (Steamer)	6.00 a.m.	Dairen	Wed.
Dairen (Train)	11.40 a.m.	Changchun	Thurs.
Changchun (Train)	8.20 p.m.	Shanghai (Steamer)	Fri.

Connecting at Harbin with

SOUTH-BOUND		NORTH-BOUND	
Station	Time	Station	Time
Harbin (Russian Train)	11.20 a.m.	Dairen	Satur.
Changchun (Train)	8.40 p.m.	Shanghai (Steamer)	Sun.
Shanghai (Steamer)	9.00 p.m.	Dairen	Tues.
Dairen (Train)	4.13 a.m.	Changchun	Wed.
Changchun (Train)	4.20 a.m.	Shanghai (Steamer)	Thurs.
Shanghai (Steamer)	1.30 p.m.	Dairen	Fri.

TICKET AGENCIES: The Company's railway and steamer tickets are obtain-  
able at all the Agencies of the International Sleeping Car & Express Trains Co. At  
Messrs. Thos. Cook & Son.RAILWAY HOTELS-YAMATO HOTEL (Tel. Add.: 'Yamato') At Dairen  
Port Arthur and Changchun, and also very shortly at Mukden, all under the Com-  
pany's management.

## SOUTH MANCHURIA RAILWAY COMPANY DAIREN.

Tel. Add.: 'Mantetsu.' Codes: A.B.C. 5th Ed., A.I. &amp; Lieber's.

## FUSHUN COAL

The best steaming coal in the Far East.

Output 3,000 tons per day.

Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also  
at Chelso, Shanghai, Hongkong, Singapore and Penang.

Agents: MITSUBI BROSSEN KAISHA, LD.

SOUTH MANCHURIA RAILWAY CO.  
DAIREN.

Tel. Add.: 'Mantetsu.' Codes: A.R.C. 5th Ed., A.I. &amp; Lieber's.

## NOTICES TO CONSIGNEES

## FROM EUROPE

THE M.A.L. Steamship  
SCANDIA,  
Capt. von DORFEN, having arrived, Con-  
signees of Cargo are hereby informed that  
their goods are being landed and placed at  
their risk in the Godowns and/or extra  
hazardous Godowns of the Hongkong &  
Kowloon Wharf & Godown Company, Limited,  
whence delivery may be obtained  
against Bills of Lading countersigned by  
the Undersigned.Optional Cargo will be forwarded unless  
notice to the contrary be given before  
Friday.All claims must be presented within ten  
days of the steamer's arrival here, after  
which they cannot be recognized.  
No claims will be admitted after the  
Goods have left the Godowns, and all Goods  
remaining undelivered after the 17th inst.,  
will be subject to rent.All broken, chafed and damaged Goods  
must be left in the Godowns where they  
will be examined on the 18th inst., at  
3 p.m.No Fire Insurance will be effected by us  
in any case whatever.HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, July 11, 1910.

## 'BEN' LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

STEAMSHIP BENFOLLOCH.

FROM LEITH, MIDDLESBROUGH, LON-  
DON AND STRATH.CONSIGNEES of Cargo are hereby in-  
formed that their Goods are being  
landed at their risk into the hazardous  
and/or extra hazardous Godowns of  
the Hongkong & Kowloon Wharf and  
Godown Co., Limited, whence deliv-  
ery may be obtained.  
No claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the 18th  
July, will be subject to rent.All claims against the steamer must be  
presented to the Undersigned on or before  
the 22nd July, or they will not be re-  
cognized.All broken, chafed, and damaged Goods  
are to be left in the Godowns, where they  
will be examined on the 18th July, at  
11 a.m.No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, July 8, 1910.

THE NEW FRENCH REMEDY,  
THERAPIONThis successful popular remedy, used in continental  
hospitals by Kiehn, Koster, Joliet, Velpau and  
others, suppresses everything which disturbs  
the system.  
THERAPION No. 1  
For blood poisoning, skin diseases, eruptions,  
in a remarkably short time, restoring strength  
to those suffering from general debility,  
and all other ailments of the blood, and throughly  
eliminating all poisonous matter from the body.  
THERAPION No. 2  
For rheumatism, neuralgia, sciatica, etc.,  
in a remarkably short time, restoring strength  
to those suffering from general debility,  
and all other ailments of the blood, and throughly  
eliminating all poisonous matter from the body.  
THERAPION No. 3  
For all ailments of the digestive system, such as  
indigestion, constipation, etc., in a remarkably  
short time, restoring strength to those suffer-  
ing from general debility, and all other ailments  
of the blood, and throughly eliminating all  
poisonous matter from the body.  
The above Trade Mark is a facsimile of word  
'THERAPION' all other imitations are  
stamped with every genuine package.WEATHER FORECAST AND  
STORM WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the  
mast in front of the Water Police Station  
at Tsim Sha Tsui for the information of  
masters of vessels leaving the port. They  
do not necessarily imply that bad weather  
is expected here:

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point downwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is  
believed to be more than 300 miles away  
from the Colony.Black Signals indicate that the centre is  
believed to be less than 300 miles away  
from the Colony.The above signals will, as heretofore, be  
hoisted only when typhoons exist in such  
positions or are moving in such directions  
that information regarding them is con-  
sidered to be of importance to the Colony  
or to shipping leaving the harbour.These signals are repeated at the Har-  
bour Office, H.M.S. Tamar, Green Island  
Signal Mast, and the Flagstaff on the  
premises of the Hongkong and Kowloon  
Wharf and Godown Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is  
expected that the wind may increase to  
full typhoon force at any moment, the  
following Urgent Signal will be made at  
the Water Police Station, and repeated at  
the Harbour Office:-THREE EXPLOSIVE BOMBS AT INTERVALS  
OF TEN SECONDS.A Black Cross will be hoisted at the  
same time, superior to the other shapes.

## NIGHT SIGNAL.

The following Night Signals will be  
exhibited from the Flagstaff on the roof of  
the Water Police Station at Kowloon, the  
Harbour Office Flagstaff, and H.M.S.  
Tamar.I. Three Lights Vertical, Green, Green,  
Green, indicates that a typhoon is believed  
to be situated more than 300 miles from  
the Colony.II. Three Lights Vertical, red, Red,  
Green, indicates that a typhoon is believed  
to be situated less than 300 miles from  
the Colony.III. Three Lights Vertical, Red, Green,  
Red, indicates that the wind may be  
expected to increase to full typhoon force  
at any moment.No. III Signal will be accompanied by  
the Explosive Bomb, as above, in the  
event of the information conveyed by this  
signal being first published by night.The Night Signals will be substituted for  
the Day Signals at sunset, and will, when  
necessary, be altered during the night.

## SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and  
passing Ocean Vessels, a Cone will be  
exhibited at each of the following stations  
during the time that any of the above Day  
Signals are hoisted in the Harbour:Cap Rock, Aberdeen,  
Waglan, Sai Ki Wan,  
Stanley, Sai Kung,  
Cape Collinson, Sha Tau Kok,  
Tai Po.This will indicate that there is a depres-  
sion somewhere in the China Sea, and  
that a Storm Warning is hoisted in the  
Harbour.Further details can always be given to  
Ocean Vessels, on demand, by signal, from  
the light houses.F. O. FICE,  
Director.



